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45TH SPACE WING**

45TH SPACE WING INSTRUCTION 91-206

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Safety

DANGER AREA INFORMATION PLAN

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This instruction provides information and guidance for activating the Blast Danger Area (BDA), Flight Hazard Area (FHA), Flight Caution Area (FCA), and the Impact Limit Line (ILL) for each active complex on Cape Canaveral Air Force Station (CCAFS) and launch activities originating from Kennedy Space Center (KSC). It also establishes a timeline for the development of these danger areas, including the submittal of population numbers while providing guidelines for requesting authorization to remain within these areas. All provisions of Eastern and Western Range 127-1, *Range Safety Requirements*, and Air Force Space Command Manual 91-710 Volume 6, *Range Safety User Requirements Manual*, are applicable to this plan unless specifically modified or supplemented by appropriate authority. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through Major Command (MAJCOM) publications/forms managers. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>

SUMMARY OF CHANGES

The reporting of mission-specific population data and associated responsibilities has been substantially revised. The entire document should be reviewed.

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1. Purpose.

1.1. The Danger Area Information Plan assigns responsibilities and outlines procedures for clearing non-essential personnel (General Public, GP) from the BDA, FHA, FCA, ILLs and if necessary, Special Control Areas (SCAs) for active launch programs on CCAFS. It further assigns responsibilities and outlines procedures for clearing GP from SCAs during certain pre-launch hazardous operations and on launch days, and provides similar guidance to ensure the evacuation and sheltering of personnel as necessary. This plan also provides guidelines for requesting authorization to remain within these danger areas, describes launch day guidance for operational requirements, and provides guidance for establishing Vehicle Clear Contour (VCC). Finally, it outlines the CCAFS population reporting process which is required for accurate launch day risk analyses.

2. Policy.

2.1. All GP will be evacuated from danger areas as defined in this plan or as published by the 45th Space Wing Safety office (45 SW/SE). Both launch essential personnel (LEP) and GP will be directed to either seek shelter in an approved launch shelter or evacuate affected areas based on forecast toxic dispersion modeling. Personnel may also be asked to move away from windows in certain facilities based on real-time distant focusing overpressure (DFO) modeling and/or to relocate based on forecast debris modeling. It is intended that this plan be accomplished with a minimum loss of man-hours as a result of personnel exclusion from hazardous areas. Additional mitigating actions may be required based on the launch operation.

3. Authority.

3.1. The 45 SW/SE or its designee will develop, publish and implement procedures necessary to carry out this plan in compliance with Eastern and Western Range 127-1, Air Force Space Command Manual 91-710, 45th Space Wing Instruction 91-204, 45 SW Comprehensive Emergency Management Plan 10-2, and Hazardous Material Emergency Response Plan.

4. Responsibilities.

4.1. The 45 SW/SE or its designee will:

- 4.1.1. Determine BDAs, SCAs, FHAs, FCAs, ILLs and VCCs.
- 4.1.2. Three weeks prior to a scheduled launch develop BDA, FHA, FCA and VCC clear areas and provide this information for use in a mission-specific Population Reporting Spreadsheet as outlined in this Space Wing Instruction (SWI).
- 4.1.3. Three weeks prior to a scheduled launch, request mission-specific population data using a Population Reporting Spreadsheet to all applicable organizations, as a means to consolidate a listing of LEP, neighboring operations personnel (NOP), and on-base GP regardless of their location.
- 4.1.4. Three weeks prior to a scheduled launch, provide Det 1, 45 MSG a mission-specific Visitor Reporting Spreadsheet for visitor population.
- 4.1.5. Two weeks prior to a scheduled launch, based on submittals, begin to assess the risk to all personnel (LEP/NOP/GP) and off-base populations both in Brevard County and downrange to ensure the risk remains under launch commit criteria (LCC) as defined in AFI 91-217.
- 4.1.6. On launch day provide real-time debris, DFO and toxic dispersion risk analyses; direct Cape Support to make applicable scripted announcements over the Cape Aural Warning System (CAWS) per 45 SWI 91-204, *Launch Vehicle Toxic Plume/Distant Focusing Overpressure Instruction For On-Base Personnel*.
- 4.1.7. Define potential hazard corridors based on forecast weather conditions under which probable hazards might occur during hazardous operations.
- 4.1.8. Define emission hazard corridors based on forecast conditions to be expected as a result of planned toxic emissions.
- 4.1.9. Receive phone calls on console (321-853-8440) from all launch day visitor POCs and provide final approval for populating these locations. (NOTE: Does not apply to launches originating from NASA property unless viewing site is located on CCAFS).
- 4.1.10. Refine operational hazard corridors after an accident has occurred to minimize casualties.
- 4.1.11. Develop Population Reporting training material and provide training to all 45 SW Group Commanders, their personnel and their mission partners if requested.
- 4.1.12. Assist the control authority in activation of all aural and visual equipment to notify personnel inside a BDA, FCA, FHA, SCA, or VCC at the time evacuation is required.
- 4.1.13. Assist the control authority in prompt evacuation of all personnel from a BDA, FCA, FHA, SCA or VCC when notification is given.
- 4.1.14. Ensure controls into the BDA, FCA, FHA, SCA, or VCC such as roadblocks and barriers are established.

4.1.15. Confirm on-land portions of the BDA, FCA, FHA, SCA, or VCC are clear and report status to the Launch Conductor and 45 SW/SEA console at a pre-established point in the launch countdown.

4.1.16. Provide notification to the control authority when restrictions regarding BDA, FCA, FHA, SCA, or VCC are removed and people may re-enter the area.

4.2. The Det 1, 45 MSG Commander will:

4.2.1. Establish personnel access controls utilizing range support contractor services to ensure that entry into the FHA and FCA is restricted to only approved LEP and NOP during launch operations.

4.2.2. Three weeks prior to a scheduled launch consolidate all approved visitor requests for launch viewing from CCAFS/KSC, for a specific mission, using the 45 SW/SE provided Visitor Reporting Spreadsheet.

4.2.3. Two weeks prior to a scheduled launch provide 45 SW/SE personnel with a consolidated listing of CCAFS/KSC launch day visitor requests and locations using the Visitor Reporting Spreadsheet.

4.3. The 45 CES will:

4.3.1. Maintain floor plans for most Air Force real property at CCAFS.

4.3.1.1. Provide 45 SW/SE electronic access to this information.

4.4. The 45 MDG Commander will:

4.4.1. Provide consultation to Det 1, 45 MSG/CC and 45 SW/SE on chemical and radiological effects, exposure standards, personnel protective equipment, and certification of approved launch shelters.

4.5. All organizations will:

4.5.1. Receive the 45 SW/SE provided mission-specific Population Reporting Spreadsheet 3 weeks prior to a scheduled launch.

4.5.2. Update the Population Reporting Spreadsheet and provide it back to 45 SW/SE or its designee 2 weeks prior to a scheduled launch.

4.5.2.1. The update shall include the total number of personnel per organization in facilities throughout CCAFS/KSC along with their population classification of LEP, NOP, or GP. Failure to do so may result in a launch delay, violation of criteria, or disapproval of the submitted request.

4.5.2.2. Updates/changes should include movement of GP to non-duty day facilities on launch day and all LEP and NOP numbers and locations.

4.5.3. Submit all visitor requests, to include number of visitors, locations, and points of contact, to Det 1, 45 MSG no later than 2 weeks prior to the scheduled launch date. Failure to do so may result in disapproval of the submitted request. If any foreign visitors are present for launch activities, ensure all escort members have received Foreign Visitor Escort training.

- 4.5.3.1. Visitors and media will only be permitted to view launches from approved launch viewing sites as identified in the 45 SW/SE provided Visitor Reporting Spreadsheet, and must be accompanied by a sponsor from the hosting organization. The sponsor will maintain launch day communications with Cape Support (321-853-5211) and the Risk Assessment Center (RAC) (321-853-8440) and brief visitors/media on evacuation and sheltering requirements in the event that environmental conditions create toxic concerns.
- 4.5.3.2. Each visitor sponsor shall call the RAC (321-853-8440) prior to departing for the viewing site to obtain final approval and/or sheltering/relocation details. (NOTE: Visitors include, but are not limited to: press, dignitaries and family members brought onto CCAFS/KSC property to view a launch).
- 4.5.4. Submit all VCC waiver requests to 45 SW/SE 2 weeks prior to the scheduled launch.
- 4.5.5. Inform all affected personnel within their organization, to include Mission Partners and persons with a CCAFS entry badge (temporary or permanent) sponsored by their organization, of the contents of this plan.
- 4.5.6. Notify personnel, to include Mission Partners and persons with a CCAFS entry badge (temporary or permanent) sponsored by their organization, of increased risk levels and appropriate response actions for those required to be within the FCA, FHA, or downwind of a toxic hazard corridor.
- 4.5.7. Provide appropriate clear area information to personnel within their organization, to include Mission Partners and persons with a CCAFS entry badge (temporary or permanent) sponsored by their organization, who may be affected by exclusion or evacuation from a danger area.
- 4.5.8. Educate all persons with a CCAFS entry badge (temporary or permanent) sponsored by their organization of AF policy regarding Cape access.
- 4.5.9. Ensure prompt evacuation of their personnel from danger areas.
- 4.5.10. Ensure all of their employees are aware of their responsibilities per 45 SWI 91-204.

5. Procedures.

5.1. Resubmitting evolving launch day population data:

5.1.1. Appropriate justification is required for all population changes/updates, including visitors, after the L-2 week submittal deadline. The requesting organization must submit justification to their Group Commander. Once verified, the Group Commander will contact 45 SW/SE in writing to request the population change. This will be accomplished in the most time efficient manner to avoid major impact to published launch products.

5.2. Calculating launch day risk.

5.2.1. The 45 SW/SE personnel will evaluate the risk associated with all population categories, including visitors. If risk is determined to be within acceptable levels, an

approved FCA/FHA Roadblock Access letter will be forwarded by 45 SW/SE or its designee at L-7 days.

5.2.2. If risk criteria are exceeded for LEP and NOP, 45 SW/SE will notify the organization(s) whose location/classification are violating criteria and recommend mitigating actions to bring the risk within criteria. If mitigating actions cannot bring the risk within criteria, the violating organization(s) will be required to submit a waiver to 45 SW/SE for Range User and 45 SW/CC approval/disapproval.

5.2.3. If risk criteria are exceeded for GP, (i.e., non-essential personnel, visitors and off-base personnel to include Brevard County and down range overflight population), 45 SW/SE will attempt to reduce the overall risk to this population group by recommending relocation of personnel who are able to move. If criteria are still being violated, 45 SW/SE will submit a Range User-initiated waiver to 45 SW/CC for approval/disapproval. (NOTE: Waivers for these criteria do not apply to FAA licensed launches).

5.2.4. A consolidated clear area requirements document (FCA/FHA Roadblock Access letter) will be prepared and submitted by 45 SW/SE or its designee at L-7 days. A mission-specific Operational Plan shall be included which incorporates the 45 SW/SE defined BDA, ILL, FCA, and FHA as well as the number and location of all LEP/NOP permitted to be inside danger area roadblocks, positioning of other launch support assets, location of roadblocks and barricades and the VCC.

5.2.4.1. The 45 SW/SE approved FCA/FHA Roadblock Access letter and launch-specific Operational Plan will be distributed and posted on the 45 SW/SE Sharepoint site not later than L-5 days.

5.2.5. Real-time launch day modeling will be performed to assess the risk associated with debris, DFO and toxic dispersion hazards. Debris mitigating actions may be required, which include relocation of groups/individuals and not populating certain areas/locations on launch day. Based on model output products, 45 SW/SE may require DFO and/or toxic dispersion mitigating actions IAW 45 SWI 91-204.

5.2.5.1. A launch area debris risk assessment, when required, will begin at L-84 hours. Results will be posted on the 45 SW Launch Risk Forecast website.

5.2.5.2. A DFO risk assessment, when required, will begin at L-6 hours. Results will be posted on the 45 SW Launch Risk Forecast website.

5.2.5.3. A toxic dispersion risk assessment, when required, will begin at L-48 hours. Results will be posted on the 45 SW Launch Risk Forecast website.

5.3. Pre-Launch/Pre-Operational Requirements.

5.3.1. The 45 SW/SE or its designee will notify Cape Support by 1500L the preceding day when a specific BDA or SCA is to be closed.

5.3.2. Cape Support will make scripted announcements over the CAWS reminding personnel of an upcoming launch or operations affecting significant areas of the Cape. When Phillips Parkway is to be closed, public service announcements will be made over the CAWS at least 1 day prior to the scheduled operation, as allowable. If toxic dispersion modeling forecasts toxic concentrations that exceed known exposure standards

and/or real-time DFO modeling shows significant risk levels, Cape Support will make scripted announcements, as directed by 45 SW/SE personnel and IAW 45SWI91-204. In the affected Aural Warning Zones (AWZs), these announcements will direct personnel to either seek shelter in an approved launch shelter or relocate to a non-affected area.

5.3.3. LEP who are in a potential downwind toxic hazard corridor must have appropriate breathing protection, currently a Self-Contained Breathing Apparatus (SCBA) as approved by 45 SW Bioenvironmental Engineering, or access to an approved launch shelter IAW 45SWI 91-204.

5.4. Evacuation.

5.4.1. If personnel are located in buildings that are not approved launch shelters (i.e., do not have a brown triangular sign stating that the building is a launch shelter) and scripted toxic announcements are made in their AWZ(s), they will have to evacuate to an approved launch shelter or a non-affected AWZ. If real-time toxic modeling forecasts dwell time and concentrations which exceed the approved launch shelters capabilities in the affected area, personnel will be directed to evacuate the area in question. This information will be provided via the CAWS and is in compliance with 45SWI91-204.

5.4.2. Because of potential danger from a launch catastrophe or structural failure of the roof, personnel will not be allowed to view launches from rooftops, except for authorized rooftop viewing areas. A listing of authorized rooftop viewing locations is available from Det 1, 45 MSG. Personnel desiring to view a launch from one of these locations or to have their facility designated as a viewing area should contact Det 1, 45 MSG.

5.4.3. When evacuation notification is given, flashing red beacons in the vicinity of the launch pad will be turned on and warning horns located in the danger area will be sounded by 45 SW/SE or its designee. 45th Security Forces Squadron (45 SFS) will establish Danger Area roadblocks and ensure all personnel leave the applicable danger area, except those authorized to remain as shown on the 45 SW/SE approved FCA/FHA Roadblock Access letter for the operation.

5.4.4. The 45 SFS will inform 45 MSG/DET 1 – LIO Console and 45 SW/SE or its designee when the BDA, FCA/FHA, and/or SCA roadblocks have been established. Once Danger Area roadblocks have been established ("Hard Down"), no vehicles will be allowed inside roadblocks without specific approval of 45 SW/SE. These changes to the roadblock access must be coordinated real-time through 45 SW/SE or its designee. Increases to the approved FCA/FHA Roadblock Access letter from the field will be requested through 45 SFS to 45 SW/SE or its designee. 45 SW/SE or its designee will coordinate technical approval through the Range Control Officer (RCO) and safety approval through the RAC. Approval will flow back through 45 SFS to the requestor. Requests originating internally with the RCO will be coordinated for safety approval directly with the RAC by the RCO. If technical and safety approval is obtained, the RCO will notify 45 SW/SE or its designee who will coordinate access provisions with 45 SFS.

5.5. Roadblock Control.

5.5.1. The 45 SFS will maintain control over traffic at roadblocks as designated in the applicable FCA/FHA Roadblock Access letter. Vehicles and GP will not be allowed to proceed unless specifically authorized by 45 SW/SE or its designee.

5.5.2. Personnel whose official duties are inside ILLs but outside the danger area roadblocks may enter or remain inside the ILL, unless calculations performed by RAC personnel indicate a violation of AFI91-217 criteria. 45 SFS will appropriately direct personnel when mitigating actions are initiated by RAC personnel.

5.5.3. The 45 SFS at screening roadblocks and/or on roving patrols will query individuals to ensure that entry is for official business only and that LEP have appropriate PPE, if required based on analysis performed by RAC personnel.

5.5.4. Vehicles and personnel necessary at fallback will require permission to enter from 45 SW/SE or its designee, through 45 SFS.

5.6. Missile Destruct or Explosion.

5.6.1. If a missile destruct or vehicle malfunction occurs within approximately the first 60 seconds of flight, the RCO will implement the CAWS procedures for areas indicated in the Operational Plan, and Cape Support will make scripted announcements over the CAWS as directed by RAC personnel IAW 45SWI91-204.

5.6.2. Roadblocks will be lifted as soon as practical after mission/accident termination, as approved by the EOC Director and directed by 45 SW/SE.

5.6.2.1. Flashing red beacons in the launch pad area will be turned off.

5.6.2.2. The 45 SFS will remove barricades.

5.6.3. Appropriate announcements will be made on the Range Countdown net by the RCO.

6. Information.

6.1. Questions concerning this plan should be directed to the Eastern Range Launch Safety Risk Analysis Group (45 SW/SELR) at 321-494-3287.

ANTHONY J. COTTON, Brigadier General, USAF
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

Eastern and Western Range 127-1, *Range Safety Requirements*, 31 Oct 1997

Air Force Space Command Manual 91-710 Volume 6, *Range Safety User Requirements Manual – Ground and Launch Personnel, Equipment, Systems, and Material Operations Safety Requirement*, 1 July 2004

Air Force Manual (AFMAN) 33-363, *Management of Records*, 1 March 2008

45th Space Wing Instruction 91-204, *Launch Vehicle Toxic Plume/Distant Focusing Overpressure Instruction For On-Base Personnel*, 1 October 2005

45 SW Comprehensive Emergency Management Plan 10-2, 1 June 2009

Hazardous Material Emergency Response Plan, June 2011

AFI 91-217, *Space Safety and Mishap Prevention Program*, 27 October 2011

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AFI—Air Force Instruction

AWZ—Aural Warning Zone

BDA—Blast Danger Area

CAWS—Cape Aural Warning System

CCAFS—Cape Canaveral Air Force Station

DFO—Distant Focusing Overpressure

EOC—Emergency Operations Center

FCA—Flight Caution Area

FHA—Flight Hazard Area

GP—General Public

ILL—Impact Limit Line

KSC—Kennedy Space Center

LEP—Launch Essential Personnel

NOP—Neighboring Operations Personnel

RAC—Risk Assessment Center

RCO—Range Control Officer

SCBA—Self Contained Breathing Apparatus

SWI—Space Wing Instruction

VCC—Vehicle Clear Contour

Terms

Blast Danger Area (BDA)—a hazardous clear area; clearance prior to establishment of a major explosive hazard such as vehicle fuel/oxidizer load and pressurization; the area subject to fragment and direct overpressure resulting from the explosion of the booster/payload.

Danger Areas—safety clearance zones during certain pre-launch hazardous operations with a well-defined Special Control Area and launch operations with defined mishap probabilities, including the Impact Limit Line, Flight Hazard Area and Flight Caution Area.

Flight Caution Area (FCA)—a hazardous launch area; the controlled surface area and airspace outside the flight hazard area (FHA) where individual risk from a launch vehicle malfunction during the early phase of flight exceeds 1×10^{-6} ; when activated, only personnel essential to the launch operation (launch essential) with adequate breathing protection are permitted in this area.

Flight Hazard Area (FHA)—a hazardous launch area; the controlled surface area and airspace about the launch pad and flight azimuth where individual risk from a malfunction during the early phase of flight exceeds 1×10^{-5} ; because the risk of serious injury or death from blast overpressure or debris is so significant, only launch-essential personnel with adequate breathing protection are permitted in this area

General Public (GP)—all persons who are not in the launch-essential personnel or neighboring operations personnel categories; for a specific launch, the general public includes visitors, media, and other non-operations personnel at the launch site as well as persons located outside the boundaries of the launch site who are not associated with the specified launch.

Impact Limit Line (ILL)—a hazardous launch area; the boundary within which trajectory constraints and flight termination systems are used to contain an errant launch vehicle and vehicle debris with a ballistic coefficient of three or more. Launch essential and neighboring operations personnel are permitted within the impact limit lines. With space wing commander approval, non-essential personnel may be permitted within this area; however, the collective risk shall not exceed acceptable standards for the general public.

Launch—Essential Personnel—the minimum number of persons necessary to successfully and safely complete a hazardous or launch operation whose absence would jeopardize the completion of the operation. This designation also includes people required to perform emergency actions according to authorized directives, persons specifically authorized by the space wing Commanders to perform scheduled activities and personnel in training. The Range Users and space wing commanders jointly determine, with Range Safety concurrence, the number of launch essential personnel allowed within safety clearance zones or hazardous launch areas.

Launch Vehicle—a vehicle that carries and/or delivers a payload to a desired location; a generic term that applies to all vehicles that may be launched from the Eastern Range, including but not limited to airplanes; all types of space launch vehicles, manned space vehicles, missiles and rockets and their stages; probes; aerostats and balloons; drones, remotely piloted vehicles; projectiles; torpedoes and air-dropped bodies.

Launch Emergency Operations Center (LEOC)—an Eastern Range team responsible for responding to launch emergencies. The primary mission is to save lives, protect property, prevent adverse public relations and return to normal launch operations as soon as possible after flight termination.

Neighboring Operations Personnel—those individuals, not associated with the specific/current operation or launch currently under consideration, who are required to perform safety, security or critical tasks at the launch base and who are aware of the launch mission risks and trained in mitigation tasks or accompanied by properly trained escorts.

Non—essential Personnel—See General Public.

Safety Clearance Zones—the restricted areas designated for day-to-day prelaunch processing and launch operations to protect the public, launch area and launch complex personnel; these zones are established for each launch vehicle and payload at specific processing facilities, including launch complexes; includes hazard clearance area and hazardous launch area.

SCA—Special Control Area; safety clearance zone established for certain pre-launch hazardous operations to protect launch complex personnel and the public from hazards which could spread over a large area due to potential toxic material release or explosive propagation. Often associated with transportation routes.

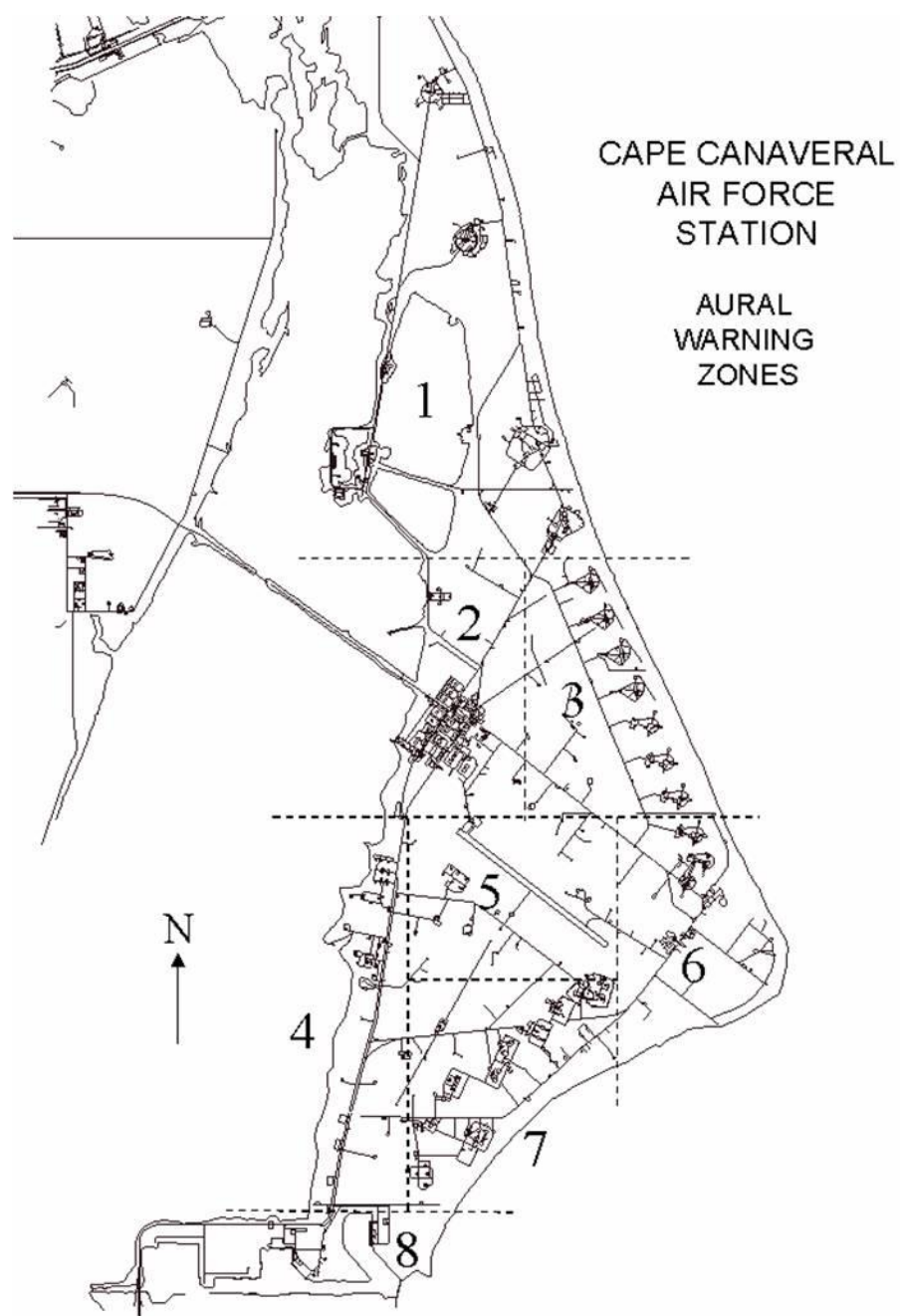
Vehicle Clear Contour (VCC)—area determined to have increased risk of damage to vehicles from debris and blast effects. All vehicles (private, government or contractor) are prohibited from parking within the Vehicle Clear Contour. This includes cars, trucks, trailers and tankers not directly supporting launch operations. Once activated all personnel needing access to this area shall be dropped off and picked up. **NOTE:** The only exceptions to this policy are vehicles belonging to individuals with specific mission support functions, such as camera/video/tracking operations, weather support and sky screen personnel.

Attachment 2

AURAL WARNING ZONE LOCATION MAP

ILLs and mission-specific Danger Areas will be published for all launch programs when this information is known on a per-mission basis.

Figure A2.1. Aural Warning Zone Location Map.



Attachment 3

EXAMPLE POPULATION REPORTING SPREADSHEET

Mission-specific population data will be gathered using the below spreadsheet and will be used by 45 SW/SE for launch day risk analysis.

Table A3.1. Example Population Reporting Spreadsheet.

Launch Vehicle / Mission, Operation Number XXXXX Launch Complex Launch Window													
Revision X: Launch Essential, Neighboring Operations, and General Public Personnel:													
Facility Name	Alternate Name	Facility Number	T-0 Facility Manning	T-0 Facility Manning Outside FCA Requiring Security Coordination	Launch Essential Justification (if Applicable)	Launch Essential Requirements (if Applicable)	Day Time Facility Manning (By Floor)	Evenings/Weekends Facility Manning (By Floor)	Location Within Listed Facility	Risk Category (LEP, NOP, GP – See Definitions)	POC	POC Phone Number	POC Email
E and L Bldg	E&L	1704	4							GP	John Smith	853-1234	John.Smith@u.s.af.mil
MO C		81900	19		45 SW/SE personnel	STA, RAC, SELF, SEA				LEP	Jane Smith	494-1234	Jane.Smith@u.s.af.mil